

SECRETARY TO GOVERNMENT, LOCAL AND LEGISLATIVE DE-
PARTMENTS.—

A.—10	1920-21	1922-23	1924-25
(a) Reported ..	6	11	5
(b) Detected ..	2	2	1
B.-Sheeted	2	5	1
Undetected	2	4	1

No special reasons can be assigned for non-detection.

(c) Yes. The Town Force has been strengthened. Men from the Reserve patrol during dark nights and some suspicious characters have been put up under the Criminal Tribes Regulation.

Supplementary Questions.

Mr. A. Narayana Iyengar.—

In what manner was the Police Force strengthened? Are any Reserve constables working there now?

Secretary to Government, Local and Legislative Departments.—

Four additional men and 6 Reserve constables have been working there.

Mr. B. L. Byanna.—

May I know why no reasons can be assigned for non-detection?

First Member of Council.—

Every attempt is made to detect the cases, and if no clue is obtained within a period of three years, they are entered in Form C and placed before a Magistrate. The Magistrate has, however, the power to direct further enquiries to be made. If further enquiries fail, then the cases are ordered to be brought under "undetected cases," and struck off the police file.

BY MESSRS. H. BORANNA and K. MAHADEVAPPA (Hassan Taluk); and B. M. DYAVEGOWDA (Belur Taluk).—

Q.—11. Will the Government be pleased to state :—

(a) How many motor bus accidents have occurred in the State since July 1925 and in what districts?

(b) How many of them were of a serious nature resulting in fracture of limbs or deaths of passengers?

(c) Whether Government have taken, and if so, what effective steps to prevent such occurrences in future ?

(d) What steps have been taken to ensure periodical test of these buses and to regulate speed and prevent rash driving of buses ?

SECRETARY TO GOVERNMENT, LOCAL AND LEGISLATIVE DEPARTMENTS.—

A.—11. (a) There were 57 motor bus accidents as detailed below :—

1. Shimoga	..	..	..	3
2. French Rocks	..	..	..	2
3. Mysore City	..	..	..	5
4. Kolar Gold Fields..	..	..	..	2
5. Chitaldrug	..	..	..	1
6. Channapatna	..	..	..	1
7. Bangalore	..	..	..	7
8. Bangalore City	..	..	..	17
9. Tumkur	..	..	..	2
10. Kolar	..	..	..	2
11. Hassan	..	..	..	6
12. Kadur	..	..	..	4
13. Mysore	..	..	..	5

(b) 33 persons were either grievously injured or died:—

1. Grievously hurt	..	..	..	19
2. Died	..	..	..	14

(c) All the buses plying for hire are checked at the starting places, destination and at the intermediate Police Stations, etc., to prevent overcrowding of passengers and overloading luggage and the drivers are tested before driving licenses are granted to them.

(d) All buses plying for hire are subjected to half-yearly inspection either by the Superintendent of Police or the Superintendent of Industries or other officer authorised by the District Magistrate, who certifies as to the soundness of the brakes and other working parts and whether the bus is fit for plying purposes.

The District Magistrates prescribe the speed limit of buses in the annual G Permits. In cases of rash driving, the drivers are prosecuted by the Police.

Supplementary Questions.

Mr. Boranna.—

Do the steps mentioned in the answer to question 11 (c) amount to effective steps? My question has not been answered.

Chief Secretary.—

The question is already answered in (c).

First Member of Council.—

The question of devising further effective control is under the active consideration of the Inspector-General of Police and the Government. Government will be glad to consider any suggestions made by the members of this House for the prevention of accidents.

Mr. A. Ananthaiya.—

Has any special staff been appointed to control the bus traffic? If not, will Government appoint experts for this work?

First Member of Council.—

It is the Police that do it.

Mr. A. Ananthaiya.—

Are the Police competent to supervise this work?

Dewan-President.—

Government will make more efficient arrangements for this work.

Mr. Rajagopalachar.—

Are not the Executive Engineers attached to the Districts better fitted to check these buses than the Police Superintendents?

Mr. B. L. Byanna.—

From the number of motor bus accidents, it is seen that more than a third, *viz.*, 17 have occurred in the Bangalore City. Will the Government see that such accidents are avoided there in future?

Dewan-President.—

Action is being taken in the matter.

Mr. Belur Srinivasaiengar.—

Referring to the answers furnished to questions (c) and (d), may I know if Government have taken deterrent

action against the offenders and if so, how many convictions have been secured ?

Chief Secretary.—

Please see reply to question No. 1.

Mr. Paramasivaiya.—

Do accidents depend on the soundness of the buses ?

Dewan-President.—

On the driver mostly.

Mr. Malliah.—

Are Government aware that mostly the Police officials travel in motor buses without tickets and that the laxity of control is due to this factor ?

Dewan-President.—

That question does not arise, but it is true that the Police must be prevented from travelling without tickets.

BY MESSRS. NARASIMHEGOWDA and MANJAYYA (Channarayapatna Taluk).—

Q.—12. (a) How many schools were newly sanctioned from realisations of the Education Cess ?

(b) How many such schools have started work ?

(c) What is the expenditure per year on this account ?

(d) Whether all the schools have been opened in the sanctioned places, and

(e) If not, in how many cases has a change of place been effected ?

CHIEF SECRETARY TO GOVERNMENT.—

A.—12. (a) to (e) The total number of new schools sanctioned from Education Cess Funds is 184. Of these, 177 have started work. The expenditure on account of these schools is Rs. 50,547 per annum. In almost all cases the schools have been opened at the places for which they were sanctioned and information regarding transfers, if any, is reported to be not readily available.